

From: planninginfo@midsussex.gov.uk <planninginfo@midsussex.gov.uk>
Sent: 18 September 2026 12:31:36 UTC+01:00
To: "Susan Dubberley" <susan.dubberley@midsussex.gov.uk>
Subject: Mid Sussex DC - Online Register - Comments for Planning Application
DM/26/2178

Comments summary

Dear Sir/Madam,

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 18/09/2026 12:31 PM.

Application Summary

Address:	Land Between 149 And 161 College Lane Hurstpierpoint West Sussex
Proposal:	Erection 6no. dwellings with associated access, landscaping, parking and areas of open space.
Case Officer:	Susan Dubberley

[Click for further information](#)

Customer Details

Address: 83 College Lane Hurstpierpoint HASSOCKS

Comments Details

Commenter Type:	Neighbour or general public
Stance:	Customer objects to the Planning Application

Reasons for comment:

Comments: I'm writing to formally object to the proposed additional 6 properties site in College Lane, Hurstpierpoint. The village is currently a beautiful quiet village close to the South Downs National Park with amenities and services which are already under pressure to support its current population size. The desire for developers to build in or close to this particular village is inappropriate and the following are reasons why the proposed development site should not be approved.

Firstly, with College Lane having a long section which is too narrow for two vehicles to pass and significant visibility issues due to the road curvature, it already has major term time traffic issues on weekday mornings and afternoons due to the huge volumes of traffic which attend Hurstpierpoint College, so any increase in volume would further intensify the traffic flow issues. In addition, large delivery and trade vehicles occasionally get stuck in the narrow (CONSERVATION AREA) section of College Lane and have to reverse back out which causes major disruption; so building any new houses would only add to this issue. By the very nature of the narrow section of College Lane (in which I reside), those living either side have to step straight into the road (as footpaths can't be accommodated) and enabling larger traffic volumes would make this increasingly dangerous, particularly with the move towards electric (almost silent) vehicles. College Lane and Malthouse Lane are both also severely impacted by flooding during the winter months, so increasing vehicle numbers further would also increase the dangers associated with this.

In addition to the current traffic issues in College Lane are those experienced in both Hurstpierpoint High Street and at Stonepound Crossroads. Similar to College Lane, the village High Street has large sections where it's too narrow for two vehicles to pass, with it being constrained by listed buildings with no space for widening. Priority signposting attempts to mitigate this, but vehicles often meet where it's not possible to pass, which results in significant chaos and anger between drivers. This is a cause of regular congestion issues in the village centre and any increase in the number of residents' and associated delivery and trade vehicles would only make a poor situation worse and further choke the village with congestion. Furthermore, traffic at Stonepound Crossroads often backs up on the Hurstpierpoint side by approximately 400 metres, so again, any increase in vehicles would only exacerbate this already creaking situation. Given the constrained nature of College Lane and Hurstpierpoint High Street, national policy allows refusal where the residual cumulative impact on the road network would be severe - that would certainly be the case with this proposed site when combined with other proposed local sites MM60, MM72, MM73, MM75 and MM76. The various proposed sites need to be looked at "in the round" and not in isolation, otherwise the cumulative impact becomes lost and/or hugely diluted.

It's clear from information obtained that the transport evidence presented has not adequately assessed College Lane/Malthouse Lane or Hurstpierpoint High Street. Therefore, allocating this additional 6 house site would increase car dependence and this is contrary to the environmental objective of sustainable development.

Finally, the site is open countryside and will further encroach into the strategic gap between Hurstpierpoint and Hassocks. Given all

of these congestion and dangerous road issue this proposed site must be "called in" and discussed at a planning meeting.

In summary:

Development of this proposed site would further increase the number of residents' vehicles, plus bring associated delivery and trade vehicles down a narrow / restricted lane (or narrow village High Street) which can barely cope with the current traffic volumes at certain times of day. For the reasons outlined above it is not a suitable site and its cumulative highway, sustainability and infrastructure effects mean the site is inappropriate for development and should therefore be deleted from any local plans.

Kind regards